

KINGSTON

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The EDITH *and* LORNE PIERCE
COLLECTION *of* CANADIANA



Queen's University at Kingston

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KINGSTON

AND ITS VICINITY



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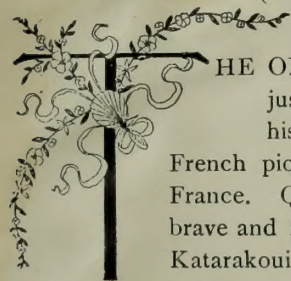
For
T. McAULEY, Kingston

c 1900

Kingston . . .

And its Vicinity

Historical Sketch of Kingston



THE OLD LIMESTONE CITY OF KINGSTON, crowning the gentle slope of a long promontory just where lake and river meet, possesses an interest not common in the New World, that of historical association. Its foundation dates from the old heroic age of Canada, when her brave French pioneers were striving against terrible odds to make the Continent of America a Province of France. Quebec was but a village, and Montreal little more than a stockaded trading post, when the brave and far-sighted Governor De Frontenac determined to erect a "Fur Depot" with "defences" at Katarakoui, the present sight of Kingston.

Founding of Fort Frontenac

IT was in July, 1673, that De Frontenac led his long train of canoes and batteaux up the St. Lawrence, and through the "Thousand Islands," to where the Cataraqui flows out to join the St. Lawrence. The spacious bay, formed by the long tongue on which Kingston stands, is "one of the most beautiful and agreeable harbors in the world." The primitive stockaded fort of logs was finished in four days, occupying the site of the present Tete du Pont barracks. It was appropriately called Fort Frontenac.

After History of Fort Frontenac

THE connection of Fort Frontenac with the brave La Salle is one of its noblest and most interesting associations. It played a prominent part as the headquarters of the French forces in Upper Canada. In due time came the midnight massacre of Lachine, followed by the capture and destruction of Fort Frontenac.

When De Frontenac was recalled to rescue the almost ruined colony from utter annihilation, Cataraqui was again occupied by a French force. The fort was rebuilt in stone at a cost of about £600 sterling. It consisted of "four stone curtains, defended by four square bastions. The walls were not good, defended neither by ditches nor palisades. A wooden gallery was built all around, communicating from one bastion to another. The platforms of these bastions were mounted on wooden piles, and the curtains were pierced by loopholes."

In the great contest for the possession of the continent, Fort Frontenac was repaired and strengthened. In 1758 eighty thousand British troops marched to the borders of Canada, and soon after came the last hour of Fort Frontenac.

Fall of

Fort Frontenac

AN unsuccessful but determined attack on Carillon by Abercrombie had drawn off nearly all the garrison at the Fort, when the British general, fully alive to its importance, sent Colonel Bradstreet to take it with three thousand men and eleven guns. This strong force landed near Cataraqui on the evening of August 25th, 1758, and besieged the garrison of seventy men under a brave but aged and infirm commander, M. DeNoyan. He was reluctantly compelled to capitulate, stipulating, however, for the safety of his men, and their transport to Montreal.

First British Settlement of Kingston

THE first permanent British settlement of Kingston took place at the close of the American war of Independence. A party of the loyalist refugees who had left their American homes rather than forsake their allegiance to Great Britain, were directed to Cataraqui by Captain Grass.

These loyalist settlers impressed their own character of conservative loyalty on the new settlement, which it has retained ever since, though the principles of reform have also had a strong following. A grist mill was built by the government at Kingston Mills, about six miles from Kingston.

Kingston a Military and Naval Station

THE site of Fort Frontenac was soon occupied as a military post. Carleton Island was first used as a station for troops and shipping, under the British occupation, but when it was discovered that this island was within the American line, Kingston once more became a military as well as a naval station. Lord Dorchester was anxious that it should be thoroughly fortified and become the capital of Upper Canada. The war of 1812, which checked York or Toronto and destroyed Niagara, doubled

the population and business of Kingston. Fort Henry was then begun. Twenty years later the present stone fort replaced the primitive log fortification, and a cincture of massive martello towers and stone batteries superseded the old blockhouses. The city continued to be a garrison station till 1872, when the Canadian Rifles, of which it was the headquarters, were finally disbanded. It has, however, a battery of volunteer artillery, and a battalion of volunteer rifles, besides being the site of the Royal Military College of Canada.

Growth of the City

THE loyalty and industry of the settlers, together with the military importance of the site, led to its rapid growth. The opening of the Rideau Canal, which became an important highway from Quebec and Montreal, gave a strong impetus to the growth of Kingston. Its situation has always given it the lead in the ship building of Upper Canada, being second only to Quebec in that branch of industry. The shipyards of the city, including those of its suburbs, Portsmouth and Garden Island close by, have sent out the largest number of vessels and the greatest weight of tonnage. The first lake and river steamboat was launched at Kingston in 1812.

Commercial Prosperity

THE removal of the seat of government was of course a great blow to the rising city, but did not permanently check its prosperity. In 1847, besides owning a city hall, then considered the finest edifice of the kind on the continent, it contained several stone churches, a massive Roman Catholic cathedral, convents, Hotel Dieu and seminary, an infant university, a public hospital, extensive barracks and five banks. Ten first-class steamers, about thirty smaller steamers and two hundred schooners and sailing barges made a respectable fleet to fill its capacious harbor. It had also become a city, being incorporated in 1846. In winter, communication with Montreal and Toronto was maintained by stages. The Grand Trunk Railway, completed a few years later, affected its business prospects materially, because of the distance of its main line from the city. The opening up of the back country by the recent construction of the Kingston and Pembroke Railway, has considerably increased its traffic and stimulated its growth. Valuable mines are now being worked in the new townships in the rear, and the commercial interests of the city are growing larger and more prosperous. Several foundries, locomotive and car works, a hosiery and cotton mill and various smaller factories give employment to many employees.

4.

**Kingston as an
Educational Centre.
Queen's University**

IT is rather as an educational than as a commercial centre that Kingston boasts its highest claims to consideration. Queen's University, whose handsome buildings form one of its architectural adornments, is one of the oldest universities in Canada. It was established by royal charter in 1844, in connection with the Church of Scotland in Canada. It is, however, undenominational in its character, though it has in connection with it a theological school for the Presbyterian Church. Through the generosity of many friends it has a large and growing endowment, urgently needed to keep abreast of the educational demands of the age. The staff of professors is being increased from year to year, and a new School of Science is in operation. The building for this is the gift of John Carruthers, Esq., and the handsome edifice of the Arts and Theological Departments was erected by the voluntary contributions of Kingston citizens. Queen's University has an able staff of professors, a progressive principal of well-known ability and established reputation, and a long and honorable roll of graduates.

The Royal College of Physicians and Surgeons stands close by the University building and is affiliated with it. Many medical graduates pass yearly out of its halls.

**The Royal
Military College
of Canada**

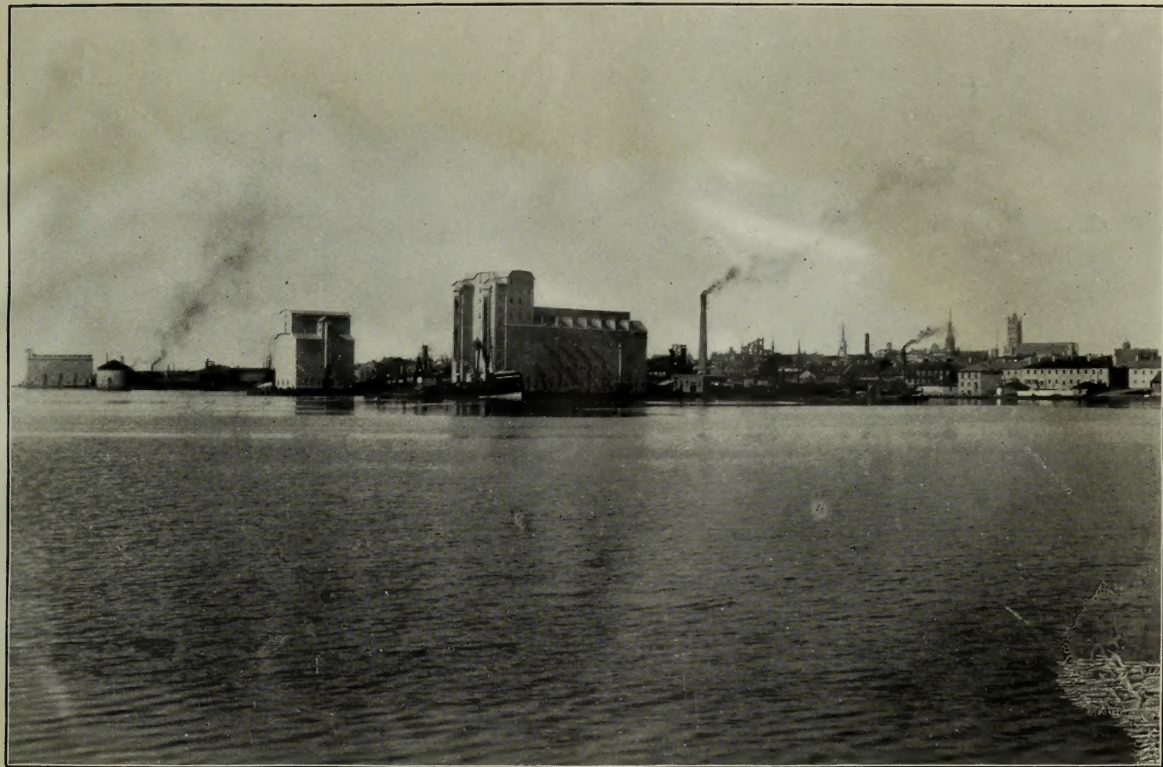
THE tongue of land called Point Frederick, which extends into the harbour between the city and Fort Henry, is the appropriate site of the Royal Military College. The main building is a handsome Norman edifice, surrounded by a neatly kept parade ground.

Fort Henry

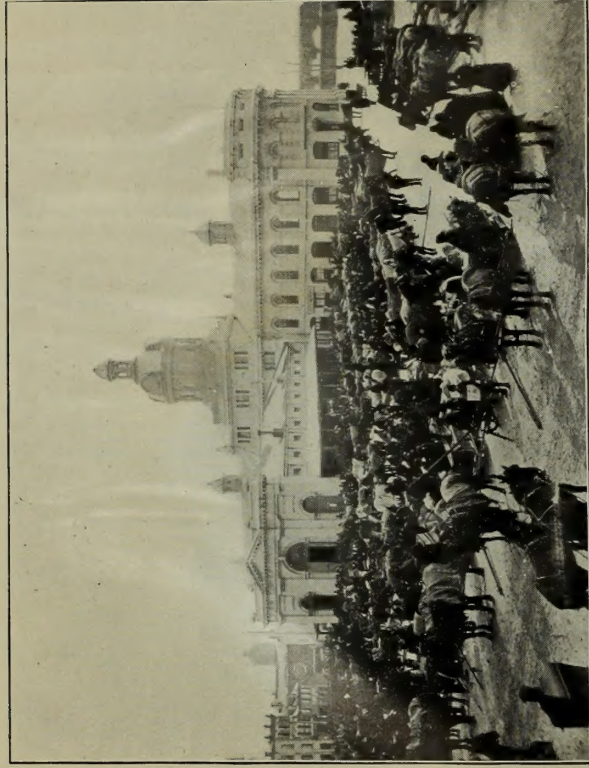
THE origin and history of Fort Henry has already been noticed. The woods on the sloping hill were cut down in consequence of the alarm caused by the War of 1812, which also led to the construction of Fort Henry. The present fort of stone, replacing the original one of logs, was begun about 1832.

Court House

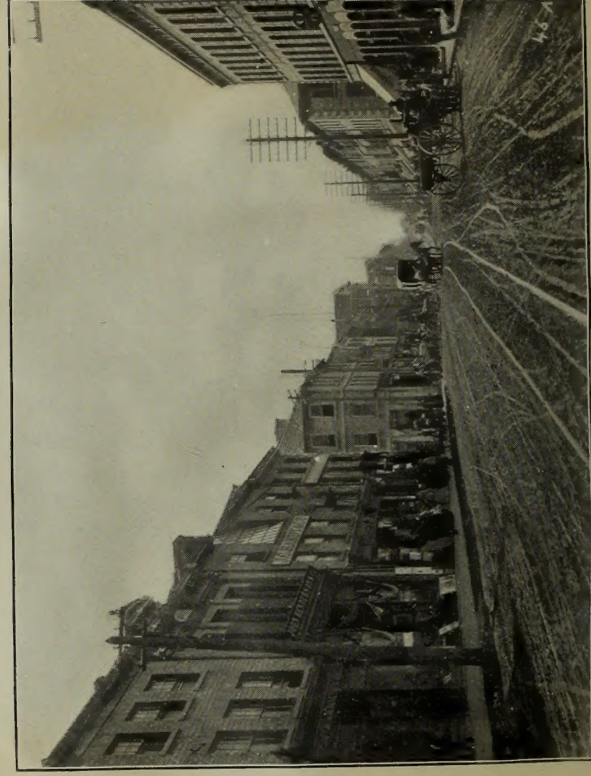
ONE of the most beautiful buildings of Kingston is its fine Grecian Court House of chiselled water-limestone, almost as light in color as marble. It contains ample accommodation for the various courts and court offices, and in the rear is the gaol.



KINGSTON HARBOR.



MARKET SQUARE.



PRINCESS STREET, LOOKING WEST.



COURT HOUSE



GENERAL HOSPITAL.



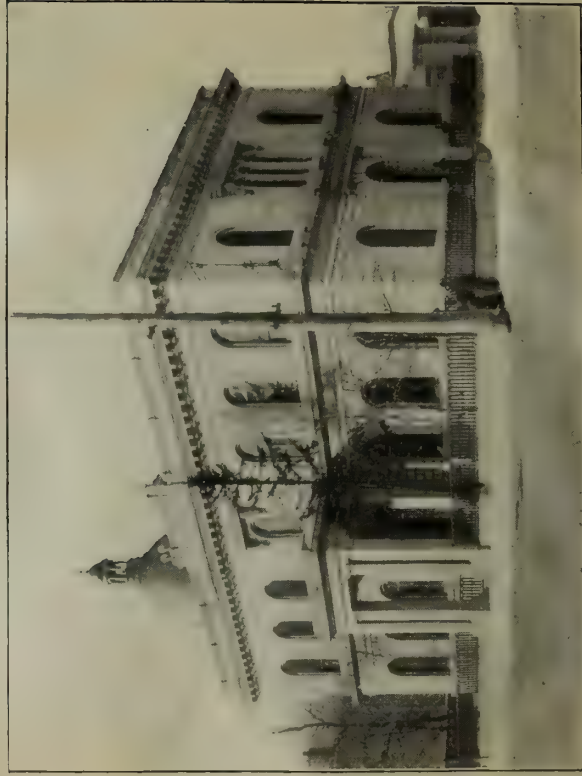
KINGSTON, FROM ELEVATOR.



CITY WATERFRONT.



POST OFFICE



CUSTOM HOUSE.



AMONG THE THOUSAND ISLANDS, BELOW SLAVE ISLAND.



ONTARIO BANK, KING STREET.



BANK OF MONTREAL.



WILSON BUILDING, WELLINGTON STREET.



Y. M. C. A.



AMONG THE THOUSAND ISLANDS.



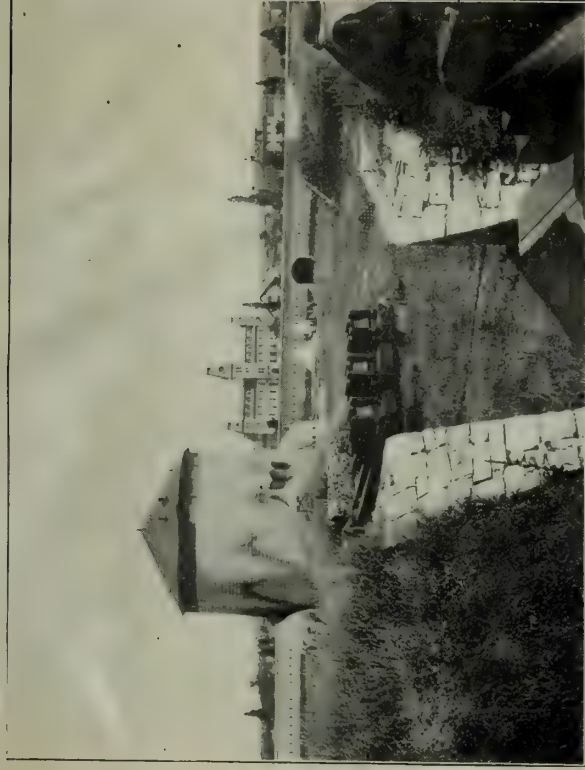
KINGSTON PENITENTIARY.



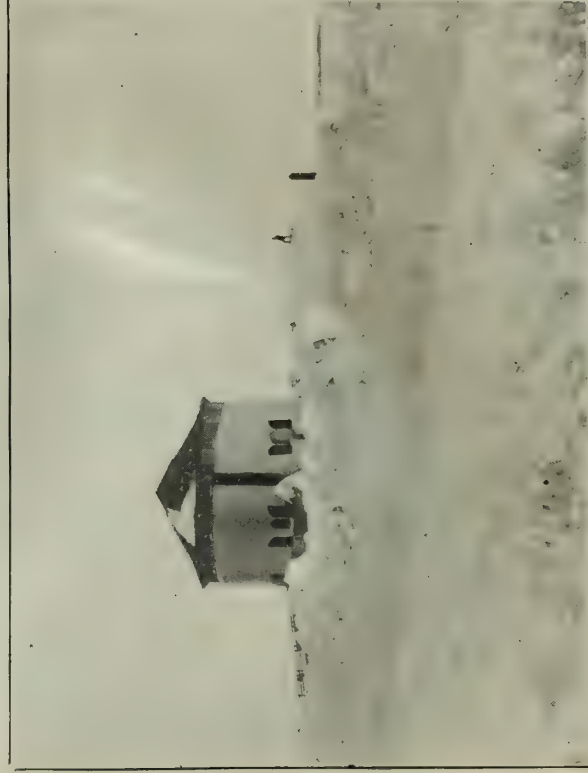
ROYAL MILITARY COLLEGE.



QUEEN'S COLLEGE.



FORT FREDERICK.



MURNEY TOWER IN WINTER.



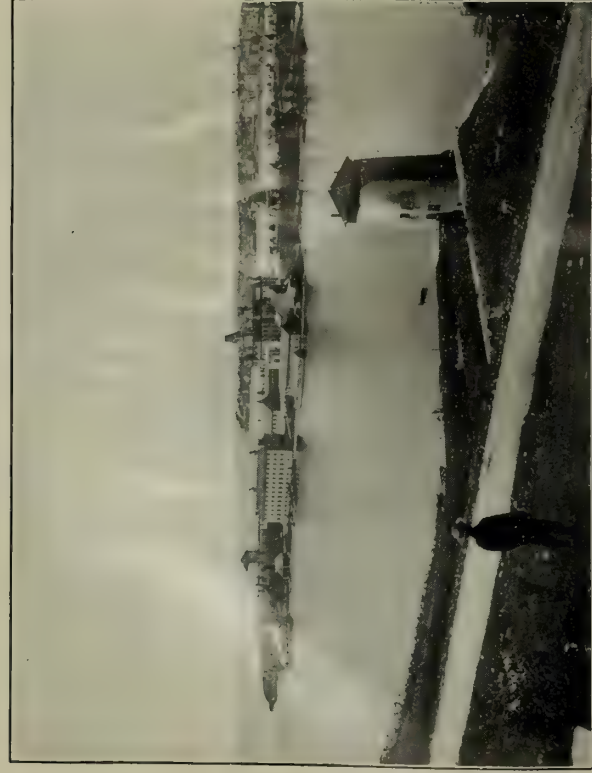
TETE DE PONT BARRACKS



MARTELLO TOWER.



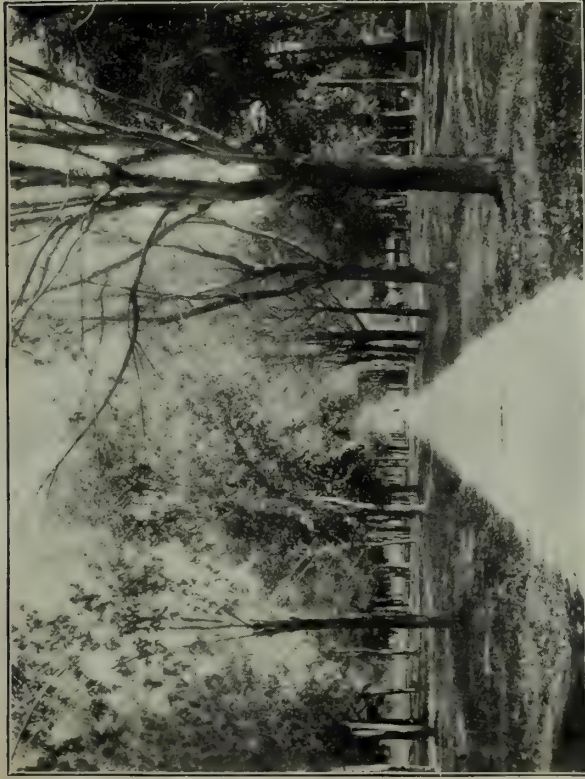
CRANE ISLAND--A PRETTY POINT.



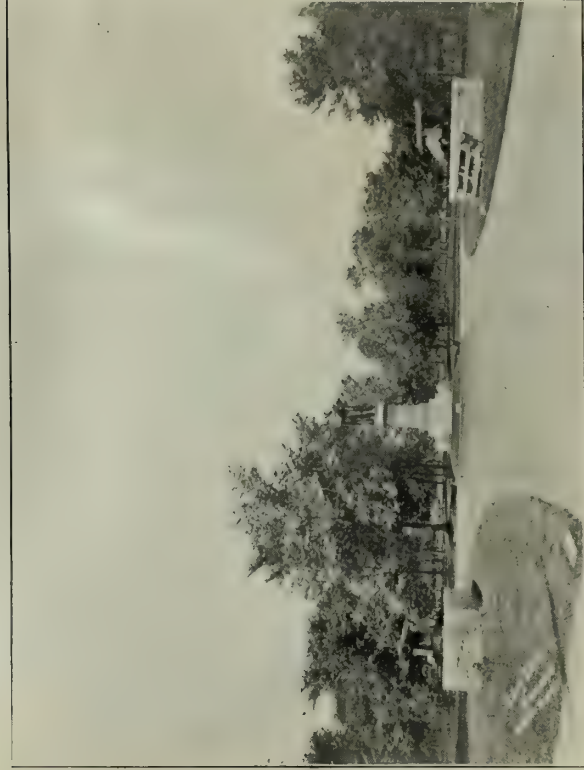
KINGSTON, FROM FORT HENRY



LOOKING DOWN THE RIVER FROM THE SHORE.



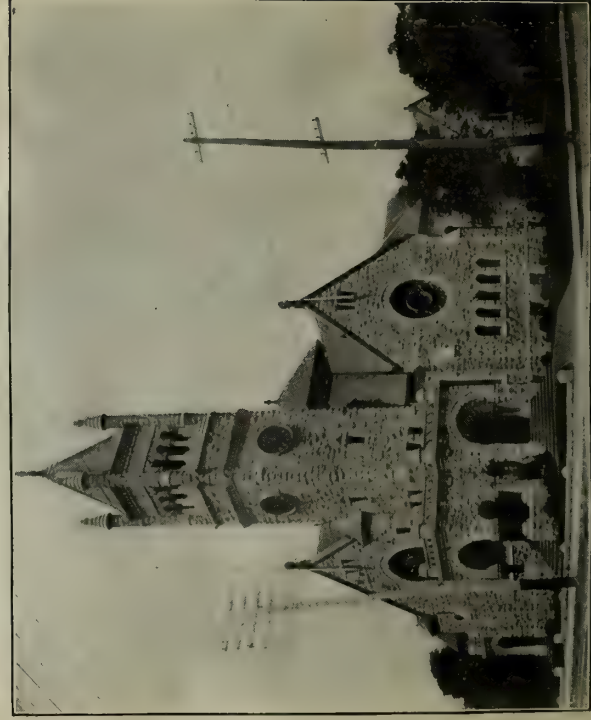
CITY PARK, KING STREET.



ENTRANCE TO PARK.



ST. GEORGE'S CATHEDRAL.



ST. ANDREW'S CHURCH.



TREMONT PARK: A POPULAR SUMMER RESORT OPPOSITE GANANOQUE.



QUEEN STREET METHODIST CHURCH.



ST. JAMES.



AMONG THE THOUSAND ISLANDS.



COOKE'S PRESBYTERIAN CHURCH.



SYDENHAM STREET METHODIST CHURCH.



M. E. CHURCH, BROCK STREET.



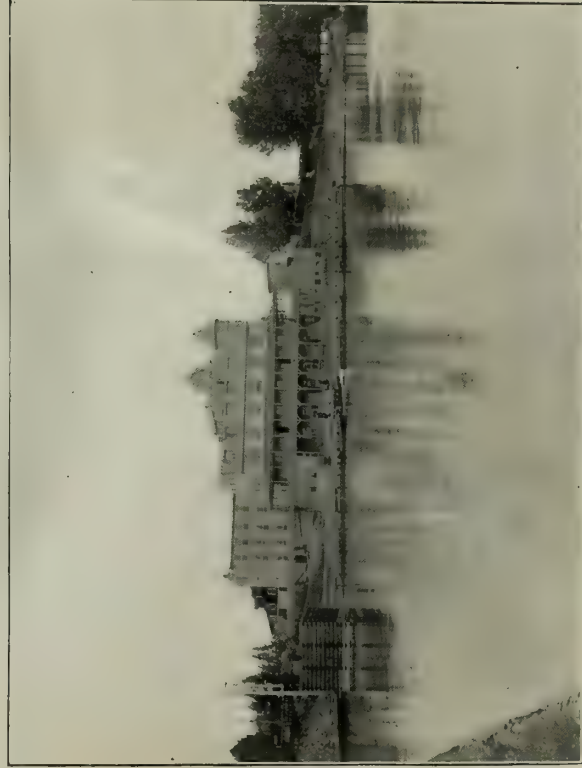
ST. MARY'S CHURCH.



ROCKWOOD HOSPITAL FOR THE INSANE.



HOTEL DIEU.



GANANOQUE INN.



REGIOPALIS COLLEGE.



TRIAL OF SPEED—THE START.



A PRETTY GROUP—AMONG THE THOUSAND ISLANDS.



AMONG THE THOUSAND ISLANDS.



A PRETTY BAY IN GANANOQUE RIVER, LOOKING NORTH.



AMONG THE THOUSAND ISLANDS.



IN MOON BAY, AMONG THE THOUSAND ISLANDS.



AMONG THE THOUSAND ISLANDS.



AMONG THE THOUSAND ISLANDS.



MARGUERITE CHANNEL—AMONG THE THOUSAND ISLANDS.



IN THE LOST CHANNEL—AMONG THE THOUSAND ISLANDS.



A WINTER SCENE OF THE ISLANDS.



THE RIFT.



AMONG THE ISLANDS.



ECHO LODGE, NEAR ROCKPORT.



AMONG THE THOUSAND ISLANDS.



RATHBURN'S ISLAND, LOOKING WEST.



AMONG THE ISLANDS.



AMONG THE ISLANDS



AMONG THE ISLANDS.



A SHELTERED NOOK IN ST. LAWRENCE.



THREE OF A KIND, AMONG THE ISLANDS.



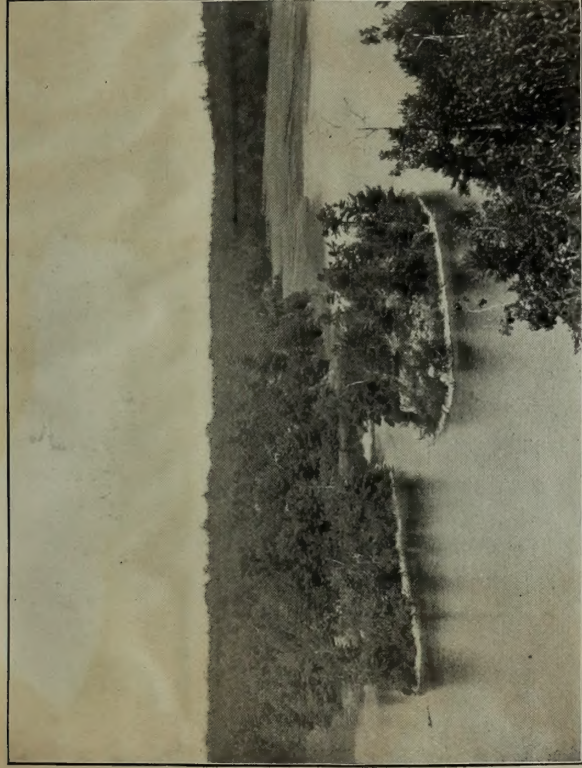
AMONG THE THOUSAND ISLANDS: THE FIDDLER'S ELBOW.



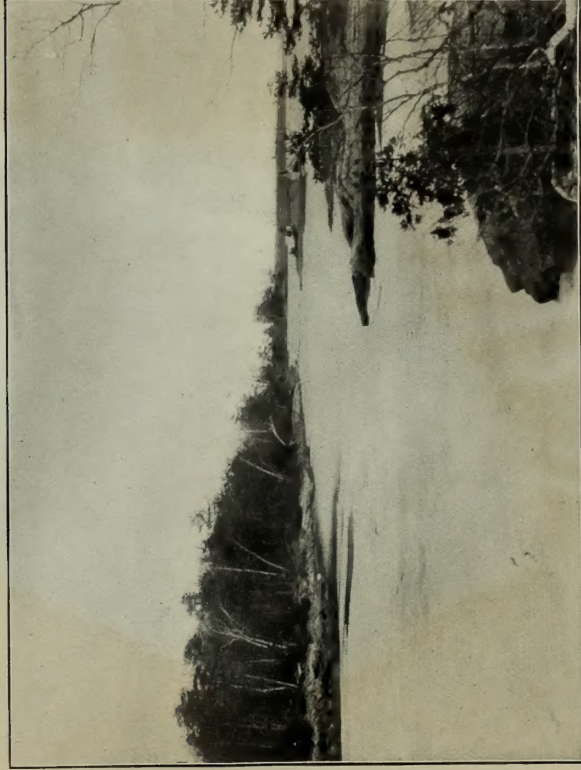
HAY ISLAND: WHEN THE TREES ARE BUDDING.



AMONG THE THOUSAND ISLANDS, FROM GRANITE,
LOOKING NORTH.



AMONG THE THOUSAND ISLANDS.



IN THE SPRING.



